

Carlisle and District Model Aircraft Club

Operating rules

ALL MEMBERS MUST :-

- 1.1 Display the Kirkbride Airfield parking pass when visiting the airfield.
- 1.2 Produce this pass to representatives of S.L.A. Ltd or other Landowners on request.
- 1.3 Carry their BMFA proof of insurance at all times when visiting the airfield.
- 1.4 Be courteous at all times when dealing with S.L.A. Ltd their agents or other landowners.
- 1.5 Leave no litter or debris at any time.
- 1.6 Flying guests are permitted at the invitation of a member. They must understand that they are there at their own risk and must follow the club rules. In addition they must have a minimum A cert, see rule 11, and proof of valid insurance. (BMFA,) The member issuing the invite must be there to meet the guest
- 2.1 Junior members are those under the age of 18.
- 2.2 Members as defined in 2.1 **MUST** be accompanied by a Parent or Guardian at ALL times and are not allowed outside the pits area unless accompanied by a parent or guardian.
3. Dogs must be kept under strict control either in the owner's vehicle or on a lead.
4. All models will be operated according to safety rules laid down in the BMFA handbook. Models will be fitted with silencers. any excessively noisy models will be noise checked
- 4.1 Jet flying see seperate jet rules
5. All members flying on a given day will use the site in accordance with the diagrams detailed in appendix "A" i.e. NORMAL FLYING CONDITIONS.

When Low Sun is a visibility hazard

There is an alternative flying area as detailed in appendix "B".

This alternative **SHOULD ONLY BE USED** between the 1st of November and the 28th February following (inclusive). Low flying over the road is prohibited

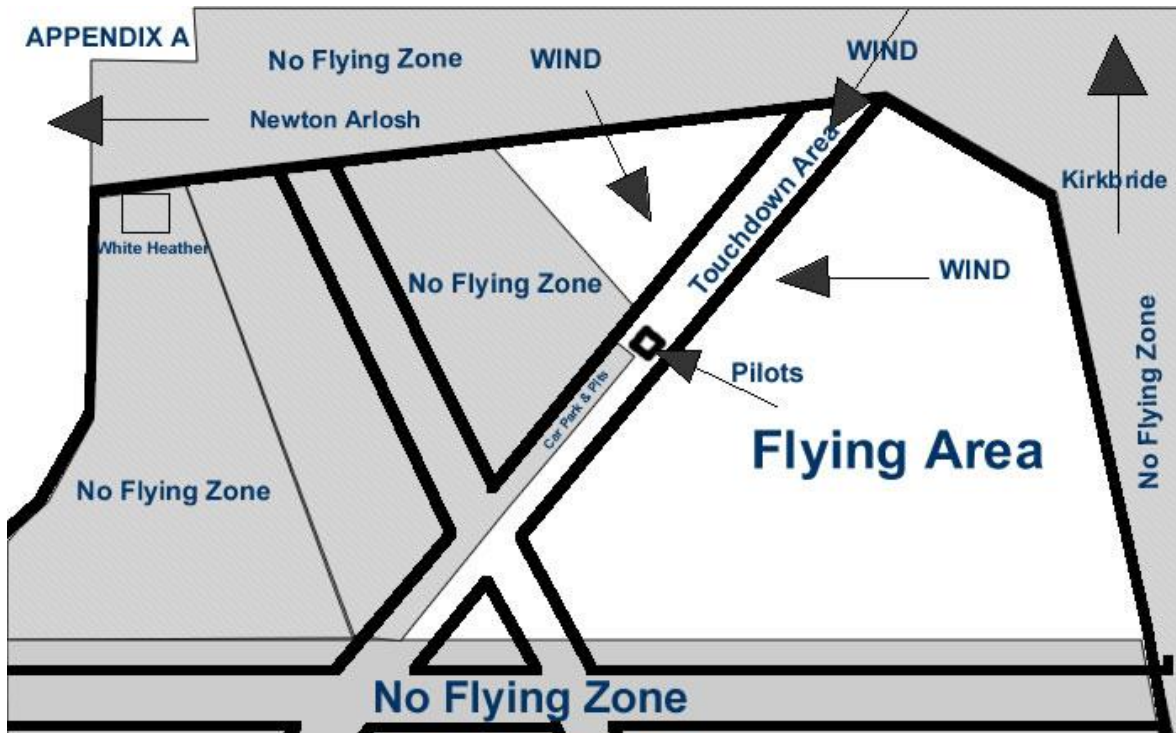
except for Landing finals, minimum height of 50 feet over the road,

6. **No over flying of the car park and pits area will be allowed.
When either area is in use the area behind cars and the area NO FLY zone limits will be strictly enforced.**
7. **Model aircraft pilots must take off and touch down beyond the upwind car in the line.**
8. **Cars must be parked in the designated parking area. A marker will be used as a guide pilots will operate upwind of first parked car New arrivals should park downwind of the last car in the line.
All cars are parked at the owners own risk.**
9. **No member may switch in a transmitter until they have determined that there is No one else using the same frequency as themselves. The peg board must be used whenever possible!**
10. **There will be a maximum of 4 aircraft flying at any one time in the fixed wing circuit or a maximum of 2 trainee helicopters flying during the designated helicopter time slot.**
11. **To fly SOLO (unaccompanied)Members MUST have achieved a minimum of a BMFA "A" certification.

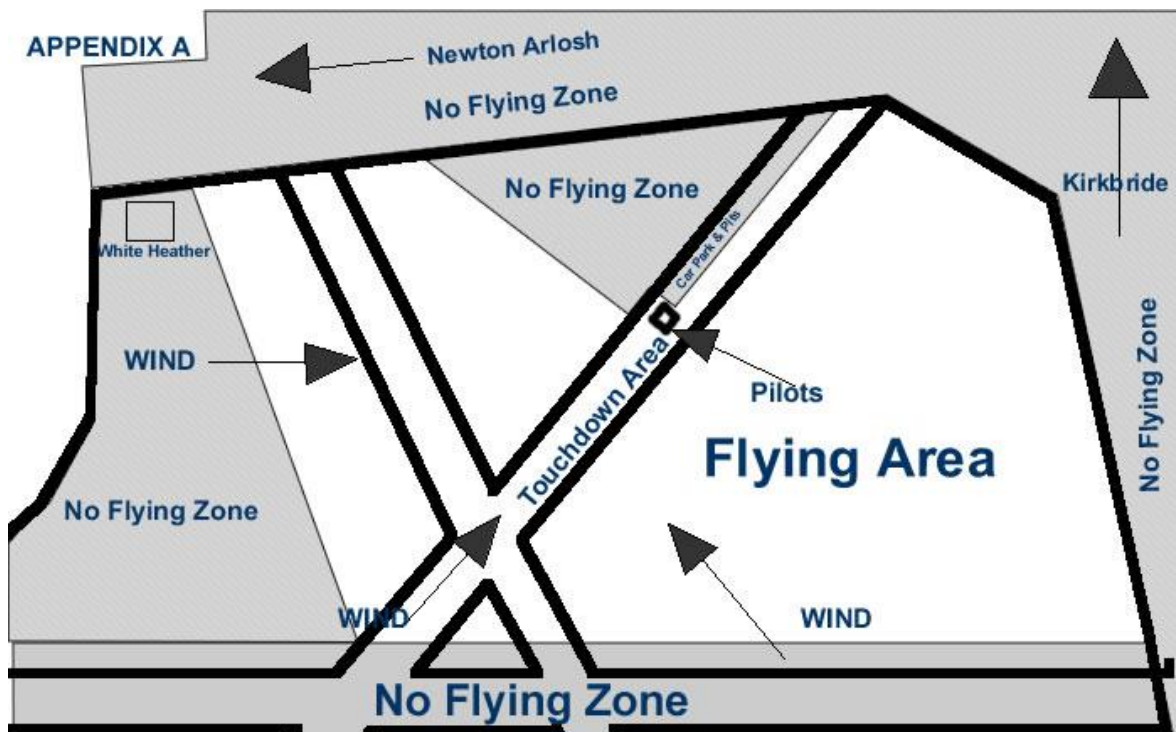
Members who have not achieved BMFA "A" certification must be accompanied by an instructor or mentor holding the BMFA :A B orE certificate.**
12. **Any aircraft, which is seen to loose equipment during flight, must be landed immediately with the pilot declaring an emergency in line with rule 13 below.**
13. **Where a pilot experiences problems with an aircraft during flight that may result in injury to other club members or 3rd parties or damage to property, then it is the responsibility of that pilot to ensure the that the flight is terminated immediately even if it means damaging the aircraft i.e. deliberately crash the aircraft in a safe location with out putting any of the above at risk in the process.**
14. **All landing manoeuvres to be declared loudly by the pilot.
i.e. Low Pass, Overshoot, Touch and Go and Landing Finals.
NOTE Low flying other than landing MUST be over the far side of the runway**
15. **In an Emergency such as engine failure, radio interference etc.,
The pilot flying MUST call their intention to land, and reason, to the other pilots.
The emergency then has priority over all other aircraft.**
16. **The club promotes the use of fail safes and wherever possible, models should have the failsafe programmed to reduce the throttle and start a turning motion with the aim of slowly descending the aircraft in as safe a manner as possible.**
17. **As Kirkbride Airfield is an ACTIVE aerodrome and is shared with Solway Light Aviation Ltd., the BMFA rules for mixed site operation must be observed.
Personnel carrying aircraft have priority to land at all times. The procedure is as follows:**
- 18.1 **During any of their operational periods aircraft may find it necessary, under certain though very infrequent prevailing wind conditions, to use our operational runway for landing.**

- 18.2 Aircraft will indicate their intention to land by over flying the car park side of the runway at approx 500 ft.
- 18.3 All airborne models will be LANDED as soon as possible in a safe manner UNLESS PERMISSION HAS BEEN OBTAINED FROM THE FULLSIZE AIRCRAFT
- 18.4 Aircraft may have to make more than one circuit to ensure the runway is cleared safely.
- 18.5 Model Aircraft are to land upwind of the upwind car in the parked line.
- 18.6 S.L.A. are now fully functioning and expanding their Autogyro training facility at Kirkbride. In certain wind conditions they will be using the grass strip laid along side runway 23 and at times on the runway itself. DO NOT OBSTRUCT THEM
- 18.7 Where possible sit, relax and watch the practice until they finish.
- 18.8 There will be NO flying over the TOP of practicing Autogyro's./microlights
- 18.9 There will be NO flying use of the runway if autogyros or microlights are taxiing on that runway
- 18.10 If autogyro's are operating off the grass strip parked vehicles must be moved to the opposite side of the runway.
- 19.0 NOTE RUNWAY 28 THE MAIN RUNWAY IS FOR JET USE ONLY NO OTHER MODEL AIRCRAFT ARE ALLOWED TO USE THIS RUNWAY (see jet flying rules issue5 when using this runway)
DO NOT USE RUNWAY 23 FOR JET FLYING other than small edf
- 20.0 Extreme caution must be taken if overflying the road at the airfield boundry, there is NO FLYING OVER THE MAIN RUNWAY OR THE HOUSE ON THE WIGTON RD
- 21.0 All Futaba 2.4ghz transmitters & modules must have official "I" [inspection] sticker on the transmitter, any 2.4ghz transmitter/module must conform to UK legal standards.
- 22.0 The first committee member on site will take charge of flying and be or deputise a safety officer where no committee member is present then a responsible person needs to allocate a safety officer for that flying period
- 23.00 2.4ghz camera systems must NOT be used at or near the Kirkbride airfield

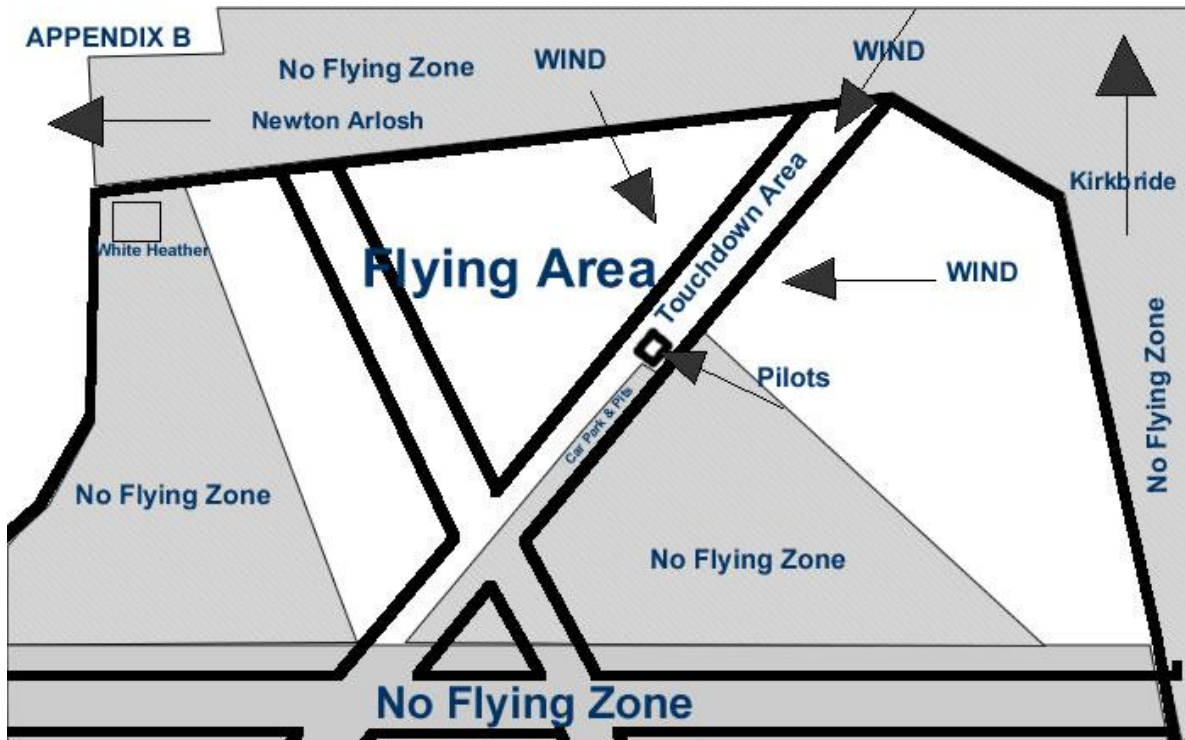
Appendix A1 Normal Flying



Appendix A2 Normal Flying



Appendix B1 Low Sun Flying Only November 1st to February 28th following



Appendix B2 Low Sun Flying Only November 1st to February 28th following

